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## THE INDEPENDENT

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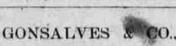
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#### **HOW CHINA**

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At Tientsin I found and ocean of shipping lying at the wharves. There were boats of all kinds and from of all parts of China; there were acres of raft made of logs, which were to be used as lumber: there were great barges and junks leaded with all of merchandise, and as we neared the city we came into a forest of masts, among which swarmed tens of thousands of blue coated brown-skinned men, loading and unloading the ships to which they belonged. There were so many of these coolies that they made me think of a swarm of ants, and they were quite as busy as ants at their work. Every man went on the trot, and I saw them at work from early morning until late at night. There is no machinesy used on the wharves of any Chinese city. There are no derricks and no steam engines; human muscle carries all the freight.

The heaviest of packages are borne off on the backs of men. I was surprised at their strength. I 500 pounds, and some were carrying bales of cotton on their backs. At Hankow I saw coolies unloading ingots of steel, which weighed half a ton. These ingots were brought from Belgium Famous Wieland Lager Beer, to China, in order that the Chinese might experiment with them in the making of railroads. A Merchants' Exchange hold of one of these big pieces of steel, raising it by means of ropes and poles, and they would grunt and sing as they carried it off the steamer. All the boats on the Yangtse are unloaded in this way, and at all of the ports there are great hulks or barges filled with men, who wait for the steamers, and who handle all of their

> There are millions upon millions of people who get their living off the Chinese rivers. China is said to have more boats than all the rest of the world put together, and its boat population would in probability be greater than that of all Europe and America. On the Pearl River, in South China, at the city of Canton, there are said to be 300,-000 who were born, live and die upon the water. This river which you reach from Hongkong, is filled with shipping, and as you near Canton you will find it filled with crafts of all kinds, from the small steamer to the great Chinese junk. There are thousands of sampans, or little Chinese gondolas, with great white and black eyes painted on each side of their prow. There are great cargo boats, which have bigger eyes, and there are vast ships, the eyes of which are as large around as a dinner plate. The Chinese paint eyes on all their boats, and a sailor would as soon think of trying to travel through a city blindfolde as of sailing on a boat which had not a pair of eyes painted on the front of it. I found boats, and I saw some not more than twenty feet in lenght, which contained three generations of Chinese. I remember one woman who rowed me to shore at Hongkong. She was working away,

born, grow up and die. Marriages take place upon them, and all them up by giving the last duck of the features of household life a blow with a stick. After the are to be seen in connection with ducks are grown he carries them

Each of the high officials who live along the Chinese rivers has his own boat. This is decorated with flags, and the bigger the man the more flags and bunting. Li Hung Chang has a steam launch. When his wife died not long ago a gorgeous funeral barge was made for her. This was decorated with white, which is the Chinese color for monring, and it looked gorgeous to American eyes. The Chinese have boats which are worked by the feet and which are shaped just like a slipper. These are used as dispatch boats. They are not much bigger than the ordinary cance and they can be made to go very fast. At Canton I was shown a boat which had paddle-wheels at the side and which were worked by man power. The men turned the wheels inside the boat, which connected with the paddle-wheels outside and a half dozen men were doing the work of an ordinary gas engine. I could fill this column with description of the different kind of boats used by the Chinese. Each section has its own peculiar make of boats and a Chinese sailor can tell to sawcool sat Tientsin who could lift what part of the country a ship belongs as soon as he sees it.

> There is a vast boat traffic in the far interior of China. Isaw boats at Hankow which had come down almost from the borders of Thibet. They were made so that they could jump the rapids and work their way through the great gorges of Ichang. These gorges are 270 miles above Hankow and nearly 1000 miles from the sea. The great Yangtse River here flows through immense canyons, the rocks of which rise for hundreds of feet straight up above the water. The gorges are in places less not than 1000 feet mide, and the great river rushes through them at the rate of nine miles an hour. It rises and falls ten and twelve feet in a single night, and it boils and seethes as it goes through. Here is an eddy, there a whirlpool and there against the rocks it dashes in a spray almost like that of the sea. The rocks are filled with all kinds of ferns; they are of granite, and along the edges blue gowned, pig-tailed workmen are quarrying great blocks of granite, which are shipped down the Yangtse-Kiang. There are miles of these gorges, and the scenery about them is the most beautiful in China. The boats are tracked through the gorges, and there is quite a population along them whose main support

is from such work. The queerest boats I saw during my trip on the Pearl River were those devoted to the raising of geese and ducks. The Chinese are the best fowl-raisers of the world. They raise ducks by artificial incubation and they know just how to feed and care for them. For five days after they leave the shell they are not allowed to hear any noise and their food consists of rice-water. After this they are given boiled rice. For the first two weeks they are kept in a coop and then they are put on the boats and made to shift for themselves. The boats are very clumsy and they are somewhat like rafts. One poat will sometimes hold more than 1000 ducks' which are in charge of one with a baby of about two years or two keepers. The duck farmer old on her back. I heard a squall rows or scalls the boat to the low in the rear of the boat, and, look- land along the banks of the ing back I saw a raw, red baby rivers or creeks and he drives frantically waving its rosy arms the ducks off from time to and crying ou its protests through time to feast on the worms and Proprietor. its toothless gums. This woman snails which are here to be found

the boat at will, and he hurries from one market to another on his boat. There are fowl markets in all of the cities, and the goose market of Canton is field with thousands of birds every day. Fowls are sold both dead and alive. The ducks and geese are dried and pressed, and they are shipped in large quantities all over China. Taxes will now be collected on all such articles of food, and there will be nothing which passes through the rivers which will not have to pay a share to this fund demanded by

One of the means of raising money which the Government of China will have will be the grantof foreign concessions for the building of railroads between points like Tientsin and Peking. Such concessions would undoubtedly pay well, and it may be that Wharton Barker, if he will get some abler man than Count Mitkiewicz to reprent him, could now put through his scheme for establishing a great Chinese nasional bank and the building of railroads in the Celestial Empire. Of this, however, and of the chances of American capital in China, I will write in another

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